



THE COAST GUARD RESERVIST

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CGR Marks 33rd Anniversary

February 19 is the 33rd anniversary of the establishment of the Coast Guard Reserve. The passage of the "Coast Guard Reserve and Auxiliary Act" on that date in 1941 converted what was known at that time as the "Coast Guard Reserve" to the present Coast Guard Auxiliary and established the military Reserve of the Coast Guard, similar to that of the other armed forces.

During World War II, the Coast Guard Reserve played much the same role as other Reserve components and there was little distinction between Regular and Reserve. The Reserve reached a strength of 150,000. In addition, the Coast Guard Temporary Reserve, a "part time" organization (most TR's worked without pay in their spare time) with a strength of over 45,000 performed much port security work in harbour areas.

Following the War, there was a general reduction in military forces. In 1949, the need for an expanding military force became obvious and the "drilling" Coast Guard Reserve was established without pay. In 1950, Congress appropriated funds for the Reserve and the first Organized Reserve Units. A sufficient number of reservists volunteered for active duty to make a mobilization call-up unnecessary during the Korean Era.

In October of 1971, following recommendations from Congress that the Coast Guard Reserve should develop a peacetime mission compatible with the Regular service, the program that is now called AUGMENTATION TRAINING was developed. For the first time, the primary method of training the Reserve for its mobilization mission was assignment of reservists to operating units.

This "new direction" allowed the reservists to actually perform the

day-to-day work of the Coast Guard while at the same time developing on-the-job experience they were unable to acquire in the classroom training mode used for many years.

In October 1972, Congress authorized Coast Guard reservists to be recalled for emergency active duty during major domestic emergencies. This

authority was first used during the massive floods in the Mississippi Valley in the Spring of 1973.

As a result of these changes and improvements, the Coast Guard Reserve has become a vital, functioning portion of the all-volunteer Coast Guard force - an integrated body of active duty and Reserve Coast Guardsmen.

Employer Support Week To Honor Reserve-Minded Bosses

April 1 - 6 has been designated Employer Support Week by Deputy Secretary of Defense William P. CLEMENTS Jr., in recognition of those employers who have implemented policies which encourage employee participation in Guard and Reserve programs.

This effort will be conducted in conjunction with a national campaign soliciting increased employer support.

The National Committee for Employer Support of the Guard and Reserve, headed by Mr. James M. Roche, former Chairman of the Board of General Motors Corporation, has obtained signed Statements of Support from employers of more than 50% of the Nation's workforce.

The Statement, in part, assures the Guardsman or reservist that job and career opportunities will not be limited or reduced because of such service and that leaves of absence for military training will be granted without sacrifice of vacation time.

While the Statement of Support does not require employers to assure that employee participants in Guard and Reserve training do not suffer financial loss during training per-

iods because of differences between military and civilian earnings, many employers are paying the individual the difference in salary. Mr. Roche is suggesting this to all participating employers.

Today's Total Force for national security is represented by Active Duty as well as Guard and Reserve Forces. The latter two account for about 30 percent of the total number of personnel, but only about five percent of the defense budget.

During Employer Support Week, members of the Guard and Reserve will be visiting with employers to thank those who are already committed to the program of support and to enlist the support of those who have not yet been committed. Employers who are not reached can secure a Statement of Support by contacting any one of the local Guard or Reserve units.

Mr. Roche has said that he is convinced the employers throughout this nation are cognizant of the importance of the Guard and Reserve to the security of the country and can be counted in the true American fashion. He added that he is most gratified with the acceptance of the program thus far and is certain Employer Support Week will produce even greater success for the program.



Chief Warrant Officer Alice T. JEFFERSON accepts the oath of office from the Commandant as she becomes the first Regular woman officer in the U. S. Coast Guard. Previously, all SPARs, even those on extended active duty were reservists.

RBAI Utilizes Reservists For Safer Boating Standards

In the spring of 1973, the Seventh, Eleventh, and Thirteenth Districts were authorized to establish Coast Guard Reserve Recreational Boat Accident Investigation (RBAI) teams. These teams were tasked with the responsibility of investigating recreational boating casualties to locate design/equipment deficiencies and defects which may suggest a need for new or revised boating standards.

In accordance with these instructions, the Commander, 11th CGD, Admiral James W. WILLIAMS, assigned to VTU(MMS) 11-88381 the responsibilities of planning and implementing the program for the 11th District. CDR Robert W. NOLD, USCGR, was appointed project officer for a period of 98 days active duty during the summer boating season.

In order to comply with the requirements for technical data - one of the primary aims of RBAI - CDR NOLD, a naval architect, designed a lifting frame and measuring jig, which was assembled at CG Base Terminal Island.

During the summer, reports of accidents received from BOSDET and RCC were screened and investigated by CDR NOLD and the members of the RBAI team. The boat operators and owners were interviewed extensively and the boats themselves were transported to CG Base Terminal Island, where the RBAI team examined them in depth. Technical data on six cases was submitted to the Research and Development Center in Groton, Conn.

With the help of a computer, it is hoped that a pattern of design characteristics may emerge to identify boats that are prone to certain types of accidents. Specifically, recreational boats that swamp or capsize may show common weaknesses that may easily be corrected by minor design changes.

CAPT Theodore G. LAWRENCE, Commanding Officer of the VTU, reports that already a pattern is emerging and further case studies this fall and winter may help the Coast Guard in formulating future regulations or procedures for minimizing accidents.

Mock War Places

Reserve In Unusual Dual Role

When the Tacoma, WA, Reserve Unit participated in a recent joint military Reserve operation, they found themselves in the unusual role of playing both the defender and enemy - a rather difficult posture to assume in actual wartime.

As part of RESERVE-X, the largest joint Reserve operation in the Pacific Northwest - and possibly the nation - ORTUPS 13-82930 was used to the advantage of both the attacking and defending teams during the fall exercise which involved units from USCGR, USNR, USMCR, National Guard, USAR and the Canadian Navy.

Reserve-X began with two Coast Guard boats ferrying Navy SEAL teams for a reconnaissance and intelligence gathering mission in the area, to collect information for the invading forces. Photographs were taken which revealed defenses at the assault landing site and channel markers were set to guide the attacking landing craft.

After this mission was completed, in under three hours, Navy helicopters rendezvoused with the CG boat and picked up the SEAL team and its intelligence data. At this time, the Tacoma unit changed sides and became the SEA Defense Force for the defenders.

An attack convoy formed up, composed of one destroyer, three Canadian mine sweepers, a National Guard LT tug and freight ship, seven landing craft and various small boats. The convoy was brought under attack by Coast Guard vessels as it passed through the Tacoma Narrows. The strategy was to cripple or destroy as many landing craft as possible and avoid the screening vessels.

To accomplish this objective the CG vessels employed a hit-and-run tactic. Two landing craft were sunk and one screening vessel was damaged as a result of the repeated attacks. Fixed wing aircraft attacked the Coast Guard boat and fire was returned.

One Coast Guard vessel did not participate in the exercise but stood by as a SAR boat and had the additional duty of preventing civilian craft from entering the exercise area.

The exercise, which covered over two days, was nearly a year in planning.

A Look at Augmentation in Action

OCMI, Veteran Fireman, Short-timer

What do an OCMI, a veteran fireman and a "short-timer" reservist have in common?

They all have expressed a great feeling of reward for augmentation and its value to both the Service and the individual reservist.

PS2 N.E. TAYLOR, a member of a Jacksonville Reserve Unit, joined the Reserve in August of 1973. He was discharged from the Navy in 1949 and for the past 17 years has been a member of the Jacksonville Fire Department. For the last 10 years he has been assigned to the Marine Division of the Department, stationed at the Organized Reserve Training Center in Jacksonville.

A few months ago a new Station-keeper was assigned at ORTC Chief Ron JOHNSON, and the Chief and the Fireman became good friends. During their many conversations they discussed the Reserve program and, as PO TAYLOR said, "...this convinced me this is what I had been looking for so I enlisted.

"It has been a real pleasure to meet new friends, officers and men, and I look forward each month to attending drills. The men I have talked to in our unit all seem dedicated and like the Reserve. I must state how proud I am to be in the Reserve, and know I have the opportunity to serve our country and mankind by the services we perform in the Coast Guard."

SS3 John M.F. KEENEY recently completed a month of ACDUTRA onboard a Coast Guard Cutter which he says proved enjoyable and worthwhile.

Although he does not plan to re-enlist, SS3 KEENEY notes that his augmentation provided him an opportunity to do a job that was both meaningful and important, when he assumed the duties of chief cook onboard the cutter to which he was assigned.

He noted that not only was his job onboard important, but that he was given full responsibility and a rewarding challenge. His reward, he said, was the response and satisfaction of a job well-done from both the CO and the crew.

"My performance in this situation I believe to be a tangible reassertion of my long-held contention that meaningful ACDUTRA, in the midst of job-oriented Regular Coast Guardsmen

is far more valuable than, and hence, preferable to Reserve meetings. I realize that an increasing number of reservists are being allowed to fulfill their obligations in an augmentation status and I heartily endorse this.

He notes that his experience reaffirmed his belief that OJT within the structure of the Regular Guard "is the most valuable and inspiring kind of experience that can be offered to a reservist."

Finally, the Officer in Charge of the Marine Inspection Office in San Diego, CDR R.W. BERNHARDT, recently informed the Commander, 11th CGD that the augmentation of his office by Reserve personnel under ACDUTRA programs "has greatly contributed to the ability of this unit to carry out its assigned mission. Without the assistance of the Reserve personnel, the operational function of this unit would have been difficult to maintain.

It should be recognized that without additional Regular complement, continuation of Reserve support is imperative and depended upon."

CDR BERNHARDT noted that the success of the augmentation program at his office is the result of superior command communications between the District Reserve Division, Reserve Units in the San Diego area, the Station Keeper and the Administrative Assistant at his unit. In addition to helping his office, he noted that the reservists receive valuable training.

"The reservists genuinely appear pleased to be working at an operational unit where they can observe meaningful results of their labors," he said.

He added, "In summation, I firmly believe that the Reserve Augmentation Program is one of the most successful programs ever initiated."

Marine Corps Cites SPAR for Assistance



Coast Guard Reserve Yeoman Second Class Edwina C. MROZ was cited for her assistance to the Glenview Marine Corps Air Reserve during the Marine unit's recent annual training duty.

Yeoman MROZ, a member of the CGR's Maintenance and Repair Unit based at Great Lakes, IL, was presented a letter of commendation for her assistance from Lt. Col. Leland E. PERSON, public affairs officer for the Fourth Marine Aircraft Wing.

While accompanying her Marine Air Reserve husband on active training duty at El Toro Marine Air Base, CA, Yeoman MROZ volunteered to assist the Fourth Marine Aircraft Wing, Command Information Bureau (West) in gathering information and preparing news releases for Headquarters and Headquarters Squadron 48.

Her devotion of time and energy were cited as helpful in maintaining the public affairs output for H and HS 48 and contributed to the overall publicity effort.

The citation noted that her initiative, dedication and performance in this volunteer capacity reflected credit upon herself and the Coast Guard Reserve.

In civilian life Yeoman MROZ is a teacher for School District 87 in the Chicago suburb of Berkeley, where she teaches second grade. Besides her CGR responsibilities, she is active in the Civil Air Patrol as an administrative officer. She holds a B.S. in Education from Loyola University.

Long-Term SPACDUTRA

Numerous long-term (3 months or more) SPACDUTRA opportunities are available to personnel in clerical and support ratings (YN, SK and DP). These assignments are for duty in various Headquarters offices, including Research and Development, Boating Safety, Operations, Chief of Staff, etc. Additionally, several officer billets also are expected to open in general administrative naval engineering, scientific and computer related (programmer, systems analyst) fields.

Long term assignments in the Washington area are generally made on a

subsistence and quarters allowance basis, due to the non-availability of government or contract quarters. Commissary, exchange and medical benefits are the same as for Regular CG personnel, with numerous facilities available in the area.

Application for these assignments should be made through the chain of command to Commandant (G-RT/81). Applications should list preferences as to reporting date, duty period and assignment. Applications may be made for any time period, as billets are continually becoming available.

Coast Guard Exhibits Available

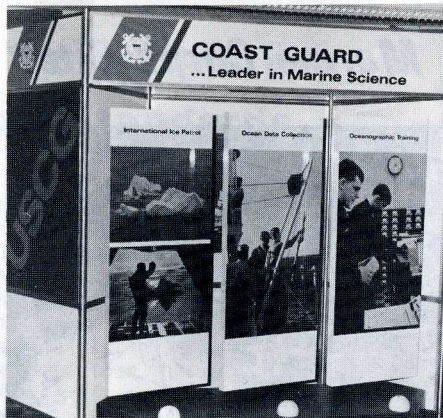
Coast Guard exhibits featuring recruiting, general duties, boating safety, law enforcement, marine science, etc., are available from Headquarters for use by Reserve and Auxiliary units. The exhibits are intended for indoor use at fairs, boat shows, shopping malls, conventions, etc.

The exhibits are generally 10-feet wide, 8-feet high and 3-feet deep with a shipping weight from 500 to 1,000 pounds and require a van with a 10 foot bed for transportation.

Requests for Headquarters exhibits should be sent to Commandant (G-APA) via the chain of command. Exhibits are sent to units at Headquarters expense. However, bills of lading returning exhibits to Headquarters or to the next scheduled site are the responsibility of the requesting unit. Local costs for setting up the displays are the responsibility of the unit.

Complete information concerning shipment and related information can be obtained from the Commandant (G-API).

Requests for exhibits should indicate name of show, dates of show, delivery date desired, shipping address including booth number if available, local CG representative to be responsible for the exhibit, etc.



RTC Rescue

A 33-foot cabin cruiser caught fire, exploded and sank on Sunday evening 30 December 1973 about 500 yards from the Reserve Training Center Yorktown pier. The two occupants both from Richmond VA. were rescued just before the boat was engulfed in flames and sank.

The fire apparently started in the engine compartment. The fire was spotted by a security guard at the Center and the OOD dispatched the CGC CUYAHOGA's small boat and a 31-footer.

It was the CUYAHOGA's small boat, manned by BM1 Kalsey J. BLASTOW, SN Stan LaROCHE and FN Raymond LEPRIOL who rescued one of the men from the water and the other man from the burning boat just before it exploded and sank.

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All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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